

K-D TOOLS

MAKE HARD JOBS EASY

PRICE INDEX

Cat. Page	Type No.	List Price	Cat. Page	Type No.	List Price
6	11 Hack Saw Frame	\$.50	6	509 Valve Grinder	\$.35
6	13 Saw Blades — per dozen	.90	12	511 Valve Grinding Bushing	1.00
6	15 Saw Blades — per dozen	1.20	7	514 Valve Jacks	1.00
6	17 Saw Blades — per dozen	1.00	13	518 Valve Bushing Remover	.75
7	80 Vac-Clamps — per dozen	1.80	14	520 Bearing Sleeve Puller	8.50
16	90 Bumper Guards — per pair	2.25	14	530 Wheel Puller	8.50
6	99 Hack-Saw Frame	1.25	14	540 Wheel Puller	10.00
13	218 Bar-Type Valve Spring Lifter	1.40	7	545 Hub Anchor Bar	2.10
5	300 Valve Spring Lifter	2.50	14	550 Wheel Puller	8.50
6	303 Valve Spring Lifter	1.00	12	560 Piston Pin Insertor	3.50
6	304 Valve Spring Lifter	1.00	15	565 Riveting Die Set	5.30
12	307 Valve Spring Lifter	1.00	15	570 Riveting Die Set	5.30
5	309 Valve Spring Compressor	2.50	15	575 Riveting Die Set	6.85
5	312 Valve Spring Lifter	4.25	15	580 Riveting Die Set	25.50
5	313 Valve Keeper Remover	1.10	15	585 Riveting Die Set	4.20
5	314 Valve Spring Lifter	2.50	15	587 Arbor Press Adaptor	4.20
6-13	318 Valve Spring Compressor	1.75	2	600 Valve Spring Lifter	2.50
4	320 Valve Spring Compressor	10.00	2	603 Valve Spring Lifter Set	4.65
5	322 Valve Keeper Guard Plates	1.80	2	605 Valve Keeper Insertor	1.40
4	330 Valve Spring Compressor	6.50	2	610 Valve Keeper Receiver	.90
5	333 Valve Keeper Guard Plates	2.85	6	615 Valve Spring Holders	3.15
5	340 Valve Spring Lifter	.60	13	618 Piston Pin Insertor	2.25
5	344 Valve Keeper Guard Plates	1.80	11	705 King Pin Wrench	3.50
5	355 Valve Keeper Guard Plates	2.85	11	708 King Pin Pilot	.70
5	366 Valve Keeper Guard Plates	1.80	11	710 King Pin Pilot	.75
4	380 Valve Spring Compressor	8.10	11	718 King Pin Extractor	11.15
4	390 Valve Spring Compressor	.90	11	725 Spring Perch Extractor	11.25
5	410 Valve Spring Lifter	3.40	7	730 Valve Service Rack	3.50
13	418 Valve Keeper Pliers	.35	7	735 Valve Service Rack	2.80
12	500 Valve Bushing Remover	.50	8	800 Wheel Puller Set, 5 in metal box	5.40
12	501 Valve Bushing Remover	.75	13	818 Valve Bushing Remover	1.40
12	502 Valve Bushing Remover	1.40	13	840 Valve Spring Compressor	1.75
13	503 Valve Grinder	.60	16	900 Highway Emergency Flare Box	2.10
13	504 Valve Grinder	.50	16	903 Highway Flare Holder	.15
6	505 Valve Grinder	.60	13	1118 Valve Grinding Bushing	1.00
6	507 Valve Grinder	.35			

HAMMER-TYPE WHEEL PULLERS

Axle Size	Catalog Page 8	List Price	Catalog Page 8	List Price
5/8"-18 Short Type		\$.75	Extra Long	\$1.30
3/4"-16 Short Type		.90	Extra Long	1.50
3/4"-20 Short Type		.90	Extra Long	1.50
13/16"-16 Short Type		1.00	Extra Long	1.60
7/8"-14 Short Type		1.05	Extra Long	1.70
7/8"-16 Short Type		1.05	Extra Long	1.70
7/8"-18 Short Type		1.05	Extra Long	1.70
1"-14 Short Type		1.20	Extra Long	1.90
1 1/8"-7 Short Type		1.30	Extra Long	2.30
1 1/8"-12 Short Type		1.30	Extra Long	2.30
1 1/4"-7 Short Type		1.50	Extra Long	2.95
1 1/4"-12 Short Type		1.50	Extra Long	2.95
1 1/2"-6 Short Type		2.10	Extra Long	3.60
1 1/2"-12 Short Type		2.10	Extra Long	3.60

Brite-Steel Washers Page 10

K-D MANUFACTURING COMPANY, LANCASTER, PA., U. S. A.

Canadian Factory



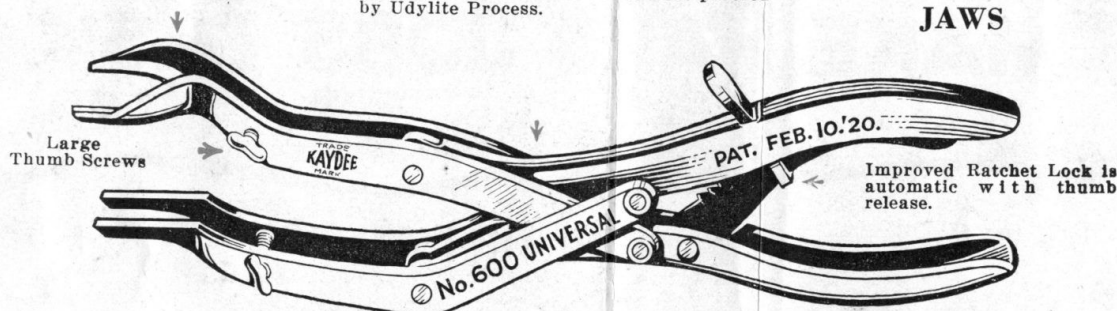
Hamilton, Ontario

No. 600 UNIVERSAL VALVE SPRING LIFTER WITH ADJUSTABLE OFFSET JAWS for ALL "L" HEAD MOTORS

Jaws are sufficiently offset to completely compress valve springs on motors with low valve housing.

The strongest and easiest operating lifter ever made with Parallel Jaws. Rust-proofed by Udylite Process.

WITH
PARALLEL
JAWS

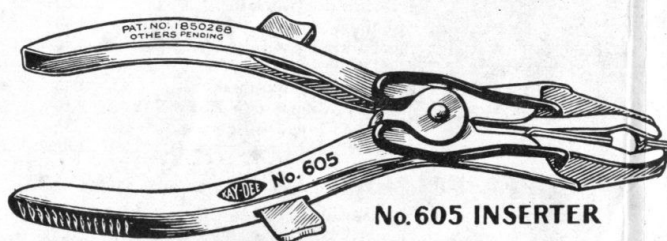


No. 600 Universal Valve Spring Lifter is 10 inches long. Just right for the new Plymouth, DeSoto, Dodge, Chrysler, Auburn, Packard, Graham, Reo, and practically all modern L-head motors with low Valve Housings, Close Fenders, and Over-Hanging Manifolds. The offset jaws are made of special alloy steel, tempered in oil, providing great strength for lifting heavy valve springs.

No. 600 Universal Lifter List \$2.50 Dealers Net Price Each
Shipping Weight 1 lb.

No. 603 SET — Comprising No. 600 — No. 605 — No. 610 List \$4.65
Dealers Net Price Per Set

NEW IMPROVED NO. 605 VALVE KEEPER INSERTER (With Easy-loading Feature)



No. 605 INSERTER

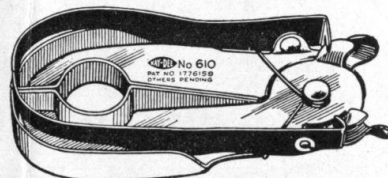
FOR quick and easy operation, this tool has no equal. See Fig. 1 and 3, opposite page. Made of light gauge pressed steel, seven inches long with offset construction for work in close places. It is self-supporting on valve, allowing both hands free to lower valve spring. Shipping Weight, 4 oz.

No. 605 Inserter List \$1.40
Dealers Net Price Each

NEW IMPROVED NO. 610 VALVE KEEPER RECEIVER (With Telescoping Guard-walls)

DESIGNED to clamp around valve tappet to prevent valve keepers from dropping into crankcase when raising valve spring. (See Fig. 2 opposite page.) The high guard-walls automatically telescope when handles are pressed together (See Fig. 4 opposite page). Thus permitting quick and easy installation between valve lifter jaws where space is narrow. Made of pressed steel, rust-proofed by the Udylite Process. Shipping Weight, 3 oz.

No. 610 Receiver List \$.90
Dealers Net Price Each



No. 610 RECEIVER

Showing Operation of No. 605 and No. 610

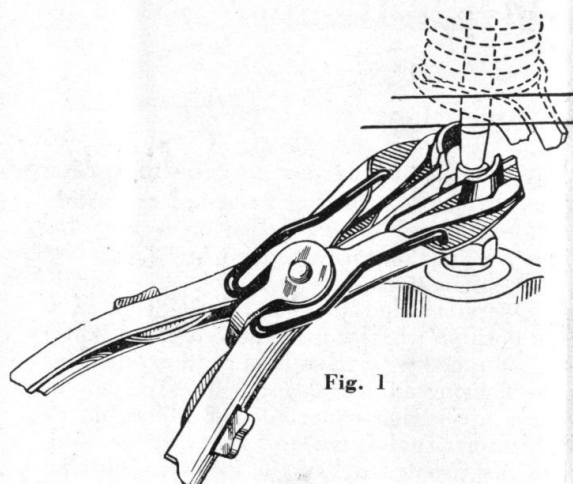


Fig. 1

THE spring tension and firm seat provided for holding split locks, practically eliminates any possibility of them becoming dislodged before they are placed in position on valve stem. The narrow jaws take all sizes of valve keepers and with the jaws open as illustrated above, the mechanic can quickly locate the keepers in groove of valve stem without fear of having to force them against the valve.

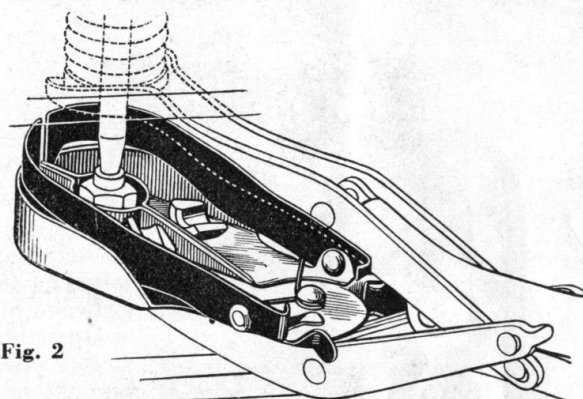


Fig. 2

THE above illustration shows the No. 610 Receiver in position around valve tappet, resting on lower jaws of No. 600 Valve Lifter. Note the height of guard-walls which provide positive protection against keepers jumping overboard even when they are frozen on valve stem and must be driven out.

HOW TO LOAD NO. 605 INSERTER

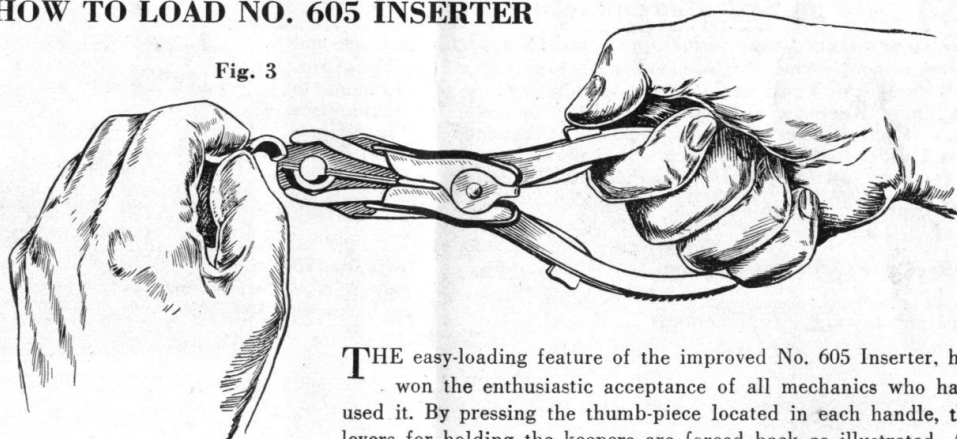


Fig. 3

THE easy-loading feature of the improved No. 605 Inserter, has won the enthusiastic acceptance of all mechanics who have used it. By pressing the thumb-piece located in each handle, the levers for holding the keepers are forced back as illustrated. An exclusive K-D feature.

FIGURE 4 illustrates how the high guard-walls automatically telescope when handles are pressed together, thus allowing the tool to be placed in position between valve lifter jaws and around the valve tappet. When handles are released, the guard-walls automatically raise to their maximum height as illustrated above in Fig. 2.

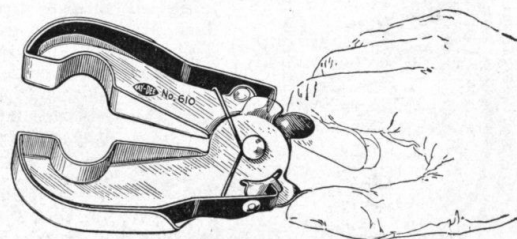
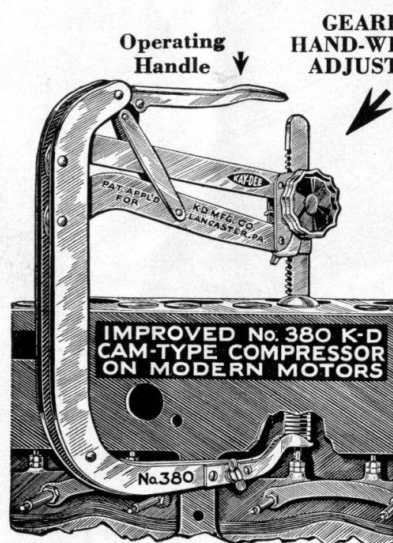


Fig. 4

No. 380 Valve Spring Compressor for all "L" Head Motors including Valve-in-Head



GEARED
HAND-WHEEL
ADJUSTER

Inside Dimensions 10" x 10 $\frac{1}{4}$ "

A FAST operating tool especially adapted to **general garage use**. Will service all motors including Valve-in-Head within its capacity. The **Geared Hand-Wheel Adjuster** is used for raising the first valve spring, by turning the wheel. This sets the adjustment for the remaining springs which are quickly raised by moving the Operating Handle up and down. Tool automatically locks in any position whether using geared Hand-Wheel or Operating Handle. Equipped with offset jaws as illustrated, for motors with low valve housing and furnished with extra pair of Straight jaws. The jaws are spring tempered and adjustable by means of large thumb screw. Tool is made of heavy gauge steel, rigidly reinforced and rust-proofed by Udylite Process, Shipping Weight, 8 pounds.

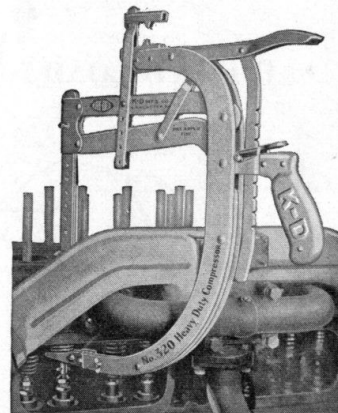
No. 380 Complete with Offset and Straight Jaws	List	\$8.10
Dealers Net Price	Each	
No. 32 Offset Jaws for replacement per pair	List	.75
Dealers Net Price	Each	
No. 35 Straight Jaws for replacement per pair	List	.75
Dealers Net Price	Each	

No. 320 Heavy Duty Compressor

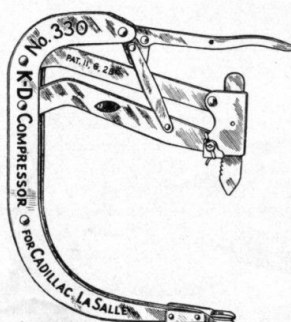
For Extra-Large Motors

THE K-D Heavy Duty Compressor is designed to service large truck and bus Motors without removing manifold. **Dimensions 11" x 14"**. The **Automatic Lock** engages in 8 positions allowing operator free use of both hands to remove the **Valve Keepers**. For replacing springs in motor the Compressor Attachment will take all sizes of springs which are conveniently held in **Adjustable Spring Holder** furnished with each tool. Made of heavy gauge steel rigidly reinforced for hard service. Udylite rust-proof finish. Shipping weight, 11 lbs.

No. 320 Compressor Complete	List	\$10.00
Dealers Net Price	Each	
No. 32 Offset Jaws, for replacement	List	.75
Dealers Net Price	Each	
No. 35 Straight Jaws, for replacement	List	.75
Dealers Net Price	Each	



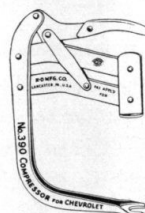
No. 330 Cadillac-LaSalle Compressor



IMPROVED heavy-duty construction for servicing all models up to date. Made of heavy-gauge steel, rigidly reinforced. Equipped with Over-Center lock and hardened steel Jaw. This tool not adapted to other V-type motors. Shipping Weight, 8 lbs.

No. 330 Compressor	List	\$6.50
Dealers Net Price	Each	

No. 390 Chevrolet Compressor

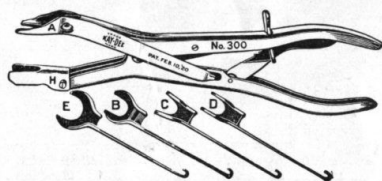


ESPECIALLY designed for Chevrolet motors. Constructed of heavy-gauge steel and equipped with automatic Over-Center Lock, allowing easy operation with one hand. Inside dimensions 5" x 6". Rust-proofed by Udylite Process. Shipping Weight, 2 lbs.

No. 390 Compressor	List	\$.90
Dealers Net Price	Each	

K-D Valve Spring Lifters and Special Valve Tools

No. 300 Valve Lifter

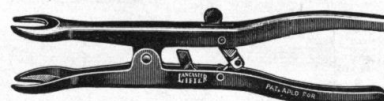


THIS is the original K-D Parallel Jaw Valve Lifter still preferred by many mechanics for "L" Head Motors. Tool is 11" long. Made of pressed steel, rust-proofed by Udylite Process. Shipping Weight, 2 lbs.

No. 300 Complete with 6 Jaws List \$3.90
Dealers Net Price Each 2.94

Extra Jaws, A-B-C-D-E-H
(Order by Letter) List .60
Dealers Net Price Each .46

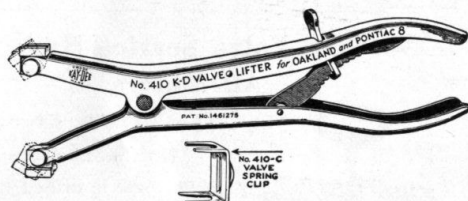
No. 340 Lancaster Lifter



STRONGLY built of pressed steel but does not possess the parallel jaw feature. Tool is 10" long, equipped with automatic locking device. A good value at low cost. Udylite rust-proofed finish. Shipping Weight, 1 lb.

No. 340 List \$.80
Dealers Net Price Each .60

No. 410 Special Valve Lifter for Oakland-Pontiac V-8



THIS tool approved and recommended by Oakland-Pontiac factories for servicing V-8 motors. Furnished complete with Valve Spring Clip as illustrated for the removal and replacement of springs. Shipping Weight, 2 lbs.

No. 410 Complete with Clip List \$4.95
Dealers Net Price Each 3.70

No. 410-C Valve Spring Clip only List .80
Dealers Net Price Each .62

No. 312 Valve Lifter for all Studebaker Motors



Illustration shows special Jaws as used on Dictator GE-6

THIS tool furnished complete with 7 interchangeable jaws as listed below. Shipping Weight, 3 lbs.

No. 312 Complete List \$6.60
Dealers Net Price Each 4.95

No. 314 Lifter for Pierce-Arrow 8 List 3.90
Dealers Net Price Each 2.94

No. 309 Compressor for Studebaker Standard 6—1926 List 3.90
Dealers Net Price Each 2.94

New No. 395 Compressor for British Ford 8 HP and Morris Minor Motors



DESIGNED to service above motors only. No adjustment required. Valve spring lifted in one operation. Tool locks automatically when valve spring is raised.

The British Austin 7 HP Motor requires No. 397 Compressor. Same type of tool, having slightly different dimensions. Both tools sturdily built and rust-proofed. Shipping Weight each 3 lbs.

No. 395 for Ford and Morris List \$1.60
No. 397 for Austin 7 List 1.60

No. 313 Valve Keeper Remover for Studebaker Dictator 6 G.E.

DESIGNED to slip over end of valve stem while spring is raised. The beveled points spread the keeper members, permitting removal of valves. Shipping Weight, 3 oz.

No. 313 List \$1.65
Dealers Net Price Each 1.23

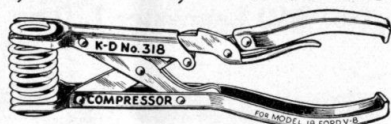


Studebaker Chart

		List Prices	Dealers Net Prices
President 8	Upper Jaw B	\$.60	\$.46
Commander 8			
Dictator 8	Lower Jaw 310B	2.34	1.75
Commander 6 (1929 series)			
Dictator GL 6	(with stud)		
Erskine-53-54			
Commander 6 (Prior series)	Upper Jaw E	.60	.46
Rockne 6, 1932	Lower Jaw D	.60	.46
Dictator E. U. 6	Upper Jaw E	.60	.46
	Lower Jaw R	.60	.46
Dictator G. E. 6	Upper Jaw 310A	.80	.60
	Lower Jaw 310B	2.34	1.75
Erskine to 1929	Upper Jaw B	.60	.46
	Lower Jaw C	.60	.46

"Above Jaws fit No. 300 Lifter Handles"

No. 318 Compressor for Oldsmobile, Pontiac 1934 Models, also Buick, Nash, Chevrolet, Ford V8 1932-33



No. 318 Compressor is 10" long. Has parallel jaws and locks automatically in any position. The correct tool for compressing valve springs on the above motors. Made of heavy gauge steel. Rustproofed. Shipping weight, 2 lbs.

No. 318 Compressor List \$1.75
Dealers Net Price Each

No. 303 Valve Spring Lifter for Essex — Terraplane — Hudson



No. 303 Lifter designed for Model T Ford is also the correct tool for the above motors. Length 6 inches. Equipped with parallel jaws and automatic lock. Rust-proofed. Shipping weight, 1 pound.

No. 303 Lifter } List \$1.00
No. 304 Lifter for Amer. Austin }
Dealers Net Price Each

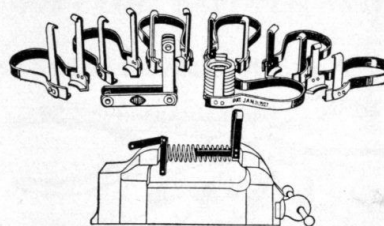
No. 505 Dual Valve Grinder



No. 505 Dual Valve Grinder with two sizes of Rubber Vacuum Cups. Diameters 1 1/8 inches and 1 3/8 inches. A dependable tool adapted to various sizes of valves. Lacquer finish in Orange and Black. Shipping weight, 1/2 pound.

No. 505 Dual Valve Grinder List \$.60
Dealers Net Price Each

No. 615 Valve Spring Holders



No. 615 Valve Spring Holder Set consists of Seven Holders and One Bench Vise Attachment for compressing and holding all sizes of valve springs for replacement in motor. Holders are made of hardened steel and guaranteed against breakage.

Inside dimensions of Holders from Base to Tip.

No. 0	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
1 5/16"	1 1/2"	1 5/8"	1 13/16"	2 1/16"	2 5/16"	2 5/8"

Holders may be purchased individually in any size desired.

No. 615 Holder Set Complete List \$3.15
Dealers Net Price, Shipping Weight Set, 1 1/2 lbs.

Individual Holders, any size 0 to 6, each, List .45
Dealers Net Price Each

Bench Vise Attachment List .45
Dealers Net Price Each

Rubber Vacuum Cup with Adaptor for Attachment to Mechanical Valve Grinders

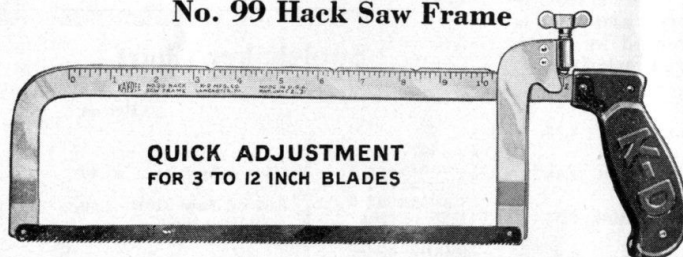


Made in two sizes — cup diameters 1 1/8 inches and 1 3/8 inches. Cups made of best grade rubber.

No. 507 — Diameter 1 1/8 inches List \$.35
Dealers Net Price Each

No. 509 — Diameter 1 3/8 inches List .35
Dealers Net Price Each

No. 99 Hack Saw Frame



A SOLID heavy gauge frame with **Pressed Steel Handle**. The only frame made providing a handy **12 inch RULE**. The 3" Blade Adjustment permits spanning of obstructions on difficult jobs. Rust-proofed by Udylite Process. Packed in heavy cardboard box, complete with 3" and 12" Blades. Shipping weight, 3 lbs.

No. 99 Frame List \$1.25
Dealers Net Price Each

No. 13 — 3" Blades per doz. .90
Dealers Net Price per doz.

No. 15 — 12" Blades per doz. 1.20
Dealers Net Price per doz.

No. 11 Hack Saw Frame



DESIGNED for close quarters—for cutting small Bolts, Screws, Shafts, etc. Frame 9 3/4" long of 1/4 inch Round Spring Steel, Udylited. Blades 6" long; 1/4" wide; .014" thick; 32 teeth per inch.

No. 11 Complete with One Blade List \$.50

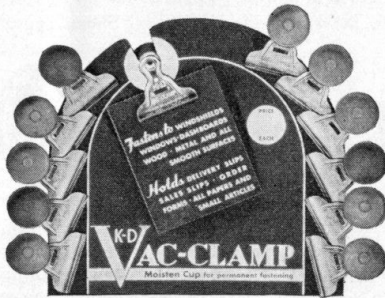
Packed 12 to the Carton.
Shipping Weight, 4 lbs.

Dealers Net Price No. 11 Each

No. 17 Blades per doz. 1.00
Dealers Net Price per doz.

No. 80 K-D VAC-CLAMP

Meets a Real Need--Offers a Wide Market



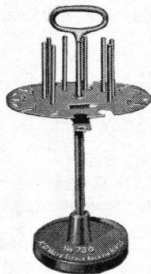
This attractive display is 9½ inches wide by 9 inches high, printed in three colors. It displays a dozen Vac-Clamps and is supplied free with all orders for one dozen or more clamps. Packed in corrugated carton. Shipping weight one dozen, 2 pounds.

K-D VAC-CLAMP fastens to Windshields, Dash Boards, Windows and all smooth surfaces. The Vac-Clamp holds **delivery slips, sales slips, order forms, road maps, hats, window cards**, and other small articles. Clamp is made of pressed steel 2 inches wide. Rust-proofed. The special tempered steel spring provides great strength for dependable service. The rubber cup is the best grade obtainable.

No. 80 Vac-Clamps per doz. . . . List \$1.80
Dealers Net Price per doz.



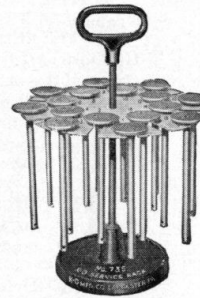
No. 730 Valve Service Rack for Ford Models A and B



RACK holds complete valve assembly including the necessary K-D Valve Tools. Numbered spaces provided for each assembly so they can be placed on the rack in same order as removed from motor. Base is drilled for placement on motor stud if desired. Provides convenient means for removing entire valve assembly to work-bench for cleaning of parts and refacing of valves. Shipping weight, 6½ pounds.

No. 730 Service Rack List \$3.50
Dealers Net Price Each

No. 735 Valve Service Rack for All Motors

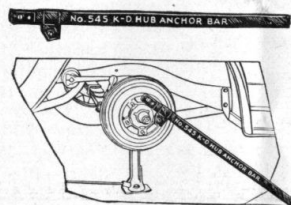


RACK holds sixteen valves. Each position is numbered. Metal base is drilled for placement on motor stud if desired. Provides convenient means for removing entire valve assembly to work-bench for cleaning of parts and refacing of valves. Shipping weight, 5 pounds.

No. 735 Service Rack List \$2.80
Dealers Net Price

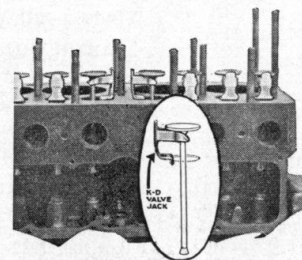
No. 545 Hub Anchor Bar for All Cars

PREVENTS hub from turning when using screw-type wheel puller. Also useful when adjusting brakes. Bar 35 inches long, 1¼" wide, ⅝" thick. Rust-proofed. Shipping weight, 6 pounds.



No. 545 Hub Anchor Bar List \$2.10
Dealers Net Price Each

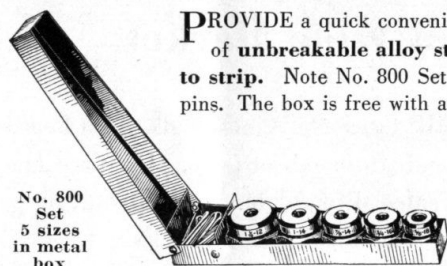
No. 514 Valve Jacks, Set of 8 for Ford Models A and B



PROVIDE convenient means for holding valves in raised position to prevent valve bushing from dropping while springs are being replaced. Furnished in set of eight for Models A and B Ford motors. Shipping weight per set, 9 ounces.

No. 514 Valve Jacks, Set of 8 List \$1.00
Dealers Net Price, per Set

K-D HAMMER-TYPE WHEEL PULLERS



No. 800
Set
5 sizes
in metal
box

PROVIDE a quick convenient method for jarring wheel hubs loose without damage to axle. Made of **unbreakable alloy steel**, specially heat-treated for hard service. **Threads guaranteed not to strip.** Note No. 800 Set of five popular sizes in pressed steel box with compartment for cotter pins. The box is free with assortment — Sizes $\frac{5}{8}$ "-18, $\frac{3}{4}$ "-16, $\frac{7}{8}$ "-14, 1"-14, 1 $\frac{1}{4}$ "-12 — Short Type.



Short
Type



Extra
Long

LIST PRICES

Axle Size	Short Type	Extra Long	Axle Size	Short Type	Extra Long	Axle Size	Short Type	Extra Long	Axle Size	Short Type	Extra Long
$\frac{5}{8}$ "-18	..... \$ .75	\$1.30	$\frac{7}{8}$ "-14	.....\$1.05	\$1.70	1 $\frac{1}{8}$ "- 7	.....\$1.30	\$2.30	1 $\frac{1}{2}$ "- 6	.....\$2.10	\$3.60
$\frac{3}{4}$ "-16	..... .90	1.50	$\frac{7}{8}$ "-16	..... 1.05	1.70	1 $\frac{1}{8}$ "-12	..... 1.30	2.30	1 $\frac{1}{2}$ "-12	..... 2.10	3.60
$\frac{3}{4}$ "-20	..... .90	1.50	$\frac{7}{8}$ "-18	..... 1.05	1.70	1 $\frac{1}{4}$ "- 7	..... 1.50	2.95	No. 800 Set—5 sizes		
13/16"-16	..... 1.00	1.60	1"-14	..... 1.20	1.90	1 $\frac{1}{4}$ "-12	..... 1.50	2.95	In metal box, List \$5.40		

DEALERS' NET PRICES

Axle Size	Short Type	Extra Long	Axle Size	Short Type	Extra Long	Axle Size	Short Type	Extra Long	Axle Size	Short Type	Extra Long
$\frac{5}{8}$ "-18		$\frac{7}{8}$ "-14	.....		1 $\frac{1}{8}$ "- 7	.....		1 $\frac{1}{2}$ "- 6	.....
$\frac{3}{4}$ "-16		$\frac{7}{8}$ "-16	.....		1 $\frac{1}{8}$ "-12	.....		1 $\frac{1}{2}$ "-12	.....
$\frac{3}{4}$ "-20		$\frac{7}{8}$ "-18	.....		1 $\frac{1}{4}$ "- 7	.....		No. 800 Set—5 sizes		
13/16"-16		1"-14	.....		1 $\frac{1}{4}$ "-12	.....		In metal box, Each		

AXLE SIZE CHART — See Opposite Page for Alphabetical List

AXLE THREAD SIZE $\frac{5}{8}$ "-18

Austin—All Models
Durant—1928-30 All Models
Essex—All Models to 1930
Flint—1926-27
Ford—All Models A-B-T and V8 to 1934
Locomobile—Jr. 8 1925-29
Star—1923-30

AXLE THREAD SIZE $\frac{3}{4}$ "-16

Chevrolet—All Models 1928—E 1932
Chrysler—50-52 1926-28; 66 1929-31; 8 cyl. 1930; CM 1931-32; CI 1932; CJ 1931; CO 1933
DeSoto—6 and 8 1929-33
DeVaux—1930-31 6-75
Dodge—1930 All Models; 1931 DH; 1932 DC, DL; 1933 DP-6, HC, HCL
Durant—1931-32 All Models; 6-14 1930
Erskine—1927-29
Franklin—All models to 1932; Big 6 1933
Graham—612 1929-31; 45-46 E 1930
Nash—1926-29 Stan. Lt. 6
Plymouth—1928 to 34
Pontiac—1926 to E 1929
Willys-Knight—77, 4 cyl. 1933

AXLE THREAD SIZE $\frac{3}{4}$ "-20

Essex-Terraplane—6-8 1932-33

AXLE THREAD SIZE 13/16"-16

Chevrolet—Late 1932

AXLE THREAD SIZE $\frac{7}{8}$ "-14

Auburn—8-77 1927-28; 6-80 1928-30; 76 1928; 6-85 L1930; 8-90, 8-95
Chrysler—65, 75, 1928-29; 70, 77, 1929-30; 70, 6 cyl. 1931-32; 8 cyl. 1931-33
Dodge—1927-29 All Models; DK 1932; DO-8 1933
Elcar—6-70, 6-75, 1926-30
Erskine—53, 1930
Ford Truck—Models TT, AA to 1929
Gardner—75, 80, 85, 150, 1927-29

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AXLE THREAD SIZE $\frac{7}{8}$ "-14 (Cont.)

Graham—610 1928-29; 45-46 L1930-31; 56 1932; Stan. 6 1933
Hudson—All 6 cyl. 1921 to 30
Hupmobile—All Models to 1933
Jordan—1926 to 1929
Kissel—6-70 1927-28; 6-73 1929
Marmon—68, 69, 70, 78, 1928-31
Moon—6-60, 6-70, 6-72, 8-92
Nash—Spec. and Adv. 6, 400 Twin Ign.; 8-490, 890, 990, 1080, 1090, 1190
Oakland—All Models
Overland—96-96A Whippet; 93A 98A 98D
Packard—Series 900—1001
Paige—6-45 1927-28
Peerless—6-60, 6-81, 6-61, 6-61A, 125
Pontiac—1929-32 All Models
Rockne—65, 75, 10, 1932-33
Roosevelt—All Models
Stearns Knight—D, D6, F6, GS, HS, JS, 1927-29
Studebaker—All Models except President 1928-32; Pres. 82, 1933; Commander 1929-32
Stutz—All models except Blackhawk 1929-31
Willys-Knight—70A, 56, 70B, 89, 66D, 8-80D, 66E, 8-88, 97, 98D, 95, 6-90
Windsor—All Models

AXLE THREAD SIZE $\frac{7}{8}$ "-16

Nash—6 cyl. 1931

AXLE THREAD SIZE $\frac{7}{8}$ "-18

Essex—1931-32
Hudson—1931-32-33

AXLE THREAD SIZE 1"-14

Auburn—8-88-115, 120, 125, 8-98, 8-98A, 1930-33; 6-85, E1930; 12-160, 1932; 8-100, 1932-33; A98, 1933
Buick—Stan. 6 1926-28; 116 W. B. 1929-30; Ser. 40 to 49 1931; Ser. 50 to 60 8 cyl. 1931-33
DuPont—1925-29
Elcar—8-82, 8-95, 1928-29
Franklin—Olympic Lt. 6 1933

AXLE THREAD SIZE 1"-14 (Cont.)

Gardner—95 1928-29
Graham—614, 619, 621, 629, 827, 835, 837, 1928-31
Jordan—G90 1930
Kissel—8 cyl. 1927-29
Marmon—79, 125
Marquette—All Models to 1930
Moon—8-80 1928-29
Nash—1060, 1070, 1120, 1130
Oldsmobile—1928-33 All Models
Packard—All Models except Series 900-1001
Peerless—6-80, 6-90, 6-91, 8-69; B 1930-32
Pierce Arrow—All Models
Reo—All Models to 1933
Studebaker—President 1928-32; Commander 1928; President 92 1933
Viking—All Models
Willys Knight—6-66, 66A, Stan. 6, 56, 66B

AXLE THREAD SIZE 1 $\frac{1}{8}$ "-7

Ford Truck—AAC (Canada)
GMC — T19 1928-30

AXLE THREAD SIZE 1 $\frac{1}{8}$ "-12

Buick—Master 6 to 1929; 50, 69, 1930; 80, 90, 99, 1931-33
Cadillac—All Models L1929-33
Elcar—H-96 1930
Graham—615, 42, 45, 57, 820, 53, 54; All 8 cyl. 1933
LaSalle—All Models 1927-33
Locomobile—8-80; Big 8 1929
Marmon—H-110, 111, 116, 117, 118, 119, 88, 140
Paige—6-75, 8-85, 1927-28
Peerless—Model C 1930-32
Stutz—Blackhawk 1929-31

TRUCK SIZES

1 $\frac{1}{4}$ "- 7
1 $\frac{1}{4}$ "-12
1 $\frac{1}{2}$ "- 6
1 $\frac{1}{2}$ "-12

See Chart
opposite
Page

K-D WHEEL PULLER CHART

IN ALPHABETICAL ORDER

PASSENGER CARS		Axle Size	TRUCKS		Axle Size
Austin	All Models	5/8"-18	Armleder	30, 1928-9	1 1/4"-12
Auburn	8-77 1927-28; 6-80 1928-30; 76 1928; 6-85 1930; 8-90, 8-95	7/8"-14	Atterbury	24R, 27R, 1928	1 1/4"-7
Auburn	8-88-115, 120, 125, 8-98, 8-98A 1930-33; 6-85 E1930; 12-160 1932; 8-100 1932-33; A98 1933	1"-14	Atterbury	24R, 27R, 1928	1 1/4"-12
Buick	Stan. 6 1926-28; 116 W.B. 1929-30; Ser. 40 to 49 '31; Ser. 50 to 60 8 cyl. '31-'33	1"-14	Brockway	Jr. 2 and 4; Jr. JF, JFR, 60, 65, 70, E17, E25, EY, JB2, JB3, JB4, 90B, JB Bus, E18, EB12-14-18-19-20-21, '27-'28	1"-14
Chevrolet	All Models 1928 to E 1932	3/4"-16	Brockway	S-23 to 28, 30, 31, 1928	1 1/4"-7
Chevrolet	Late 1932	13/16"-16	Brockway	S31 2 ton 1930; S-23 to 28, 30, 31, 1928; SK12, 16, 1929	1 1/4"-12
Chrysler	50-52 1926-28; 66 1929-31; 8 cyl. 1930; CM 1931-32; CI 1932; CJ 1931; CO '33	3/4"-16	Chevrolet	Model BB, 1932	3/4"-16
Cadillac	All models L1929-33	1 1/8"-12	Chevrolet	1 Ton 1929	1"-14
DeSoto	6 and 8 1929-33	3/4"-16	Chevrolet	Model LR 1 1/2 Ton 1930	1 1/8"-12
DeVaux	1930-31 6-75	3/4"-16	Chevrolet	1 1/2 Ton LS 1930; LT 1931-32; O Series 1 1/2 Ton, 1933-34	1 1/8"-12
Dodge	1930 All Models; 1931 DH; 1932 DC, DL; 1933 DP-6, HC, HCL	3/4"-16	Clydesdale	9, 1928 1 1/2 Ton	1 1/4"-7
Dodge	1927-29 All Models; DK 1932; DO-8 '33	7/8"-14	Clydesdale	Model 30 1 1/2 Ton 1930	1 1/4"-12
DuPont	1925-29	1"-14	Clinton	2 1/2 to 3 Ton 1927-29	1 1/8"-6
Durant	1928-30 All Models	5/8"-18	Clinton	1 1/4 to 1 1/2 Ton 1928-31	1"-14
Durant	1931-32 All Models; 6-14 1930	3/4"-16	Commerce	Super 11 1927-29 1 1/2 Ton	1 1/4"-7
Elcar	6-70 6-75 1926-30	7/8"-14	Commerce	20B, 20Y, 20Z, 25Z, SA '28-'29; S11 '30-31	1"-14
Elcar	8-82, 8-95, 1928-29	1"-14	Defiance	RU, 45, TT, 50C	1"-14
Elcar	H 96 1930	1 1/4"-12	Diamond T.	04, 05, 150, 151, 152, 77	1"-14
Erskine	1927-29	3/4"-16	Diamond T.	302 2 Ton 1928-29; T3, T5, T7, T-36, T56, 1928-9	1 1/4"-7
Erskine	53 1930	7/8"-14	Diamond T.	T3, T5, T7, T36, T56, 1928-9	1 1/4"-12
Essex	All Models to 1930	5/8"-18	Diamond T.	T550 2 1/2 Ton 1929-30	1 1/8"-6
Essex	1931-32-33	7/8"-18	Dod.-Graham	C, D, E Series 1924-30 1 Ton to 1 1/2 Ton	1"-14
Flint	1926-27	7/8"-18	Dod.-Graham	C, D, E Series Bus 1923-30 1 1/2 to 2 Ton	1 1/4"-7
Ford	All Models A-B-T and V8 to 1934	7/8"-18	Dod.-Graham	Series E 3 Ton 1928-30	1 1/8"-6
Franklin	All models to 1932; Big 6 1933	7/8"-16	Dodge	Series C, D, E, F 3/4 Ton	7/8"-14
Franklin	Olympic Lt. 6 1933	7/8"-14	Duplex	GF, GS, 1928-30	1 1/4"-7
Gardner	75, 80, 85, 150 1927-29	7/8"-14	Fargo	Clipper 6 cyl. 3/4 Ton 1929-30	7/8"-14
Gardner	95 1928-29	1"-14	Fargo	Packet 4-6 1/2 Ton 1928-31	3/4"-16
Graham	612 1929-31; 45-46 E1930	3/4"-16	Fargo	Freighter 6 cyl. 1 Ton 1929-31	1"-14
Graham	610 1928-29; 45-46 L1930-31; 56 1932; Stan. 6 1933	7/8"-14	Federal	3FW 1 Ton 1929-30	1"-14
Graham	614, 619, 621, 629, 827, 835, 837, 1928-31	1"-14	Federal	2 Ton A6, '28-29; A6T 2 Ton, '28-29; T8, T3W, T22, T7W, 1929; T8W, T8, 1930	1 1/4"-7
Hudson	615, 42, 45, 57, 820, 53, 54; All 8 cyl. 1933	1 1/8"-12	Federal	T2W, T3W, T6W, T7W, T8, T21, T22, 1927-30	1 1/4"-12
Hudson	All 6 cyl. 1921 to 30	7/8"-14	Federal	2F6, 2FW 1928-29	7/8"-14
Hudson	1931-32-33	7/8"-18	Fisher	Model F Mercex 1927-31	1 1/4"-7
Hupmobile	All models to 1933	7/8"-14	Ford Truck	All Models 1930-31-32-33 Dual Wheels	1 1/4"-12
Jordan	1926 to 1929	7/8"-14	Ford Truck	Models TT and AA to 1929	7/8"-14
Jordan	G90 1930	1"-14	Ford Truck	AAC (Canadian)	1 1/8"-7
Kissel	6-70 1927-28; 6-73 1929	7/8"-14	Garford	20, 20-6, 20Z, 25Z, 20B, 20G, S11, 1927-31	1"-14
Kissel	8 cyl. 1927-29	1"-14	Garford	30, 30-6, 1924-28	1 1/4"-7
LaSalle	All Models 1927-33	1 1/4"-12	Garford	30, 30-6, 1924-28	1 1/4"-12
Locomobile	Jr. 8 1925-29	5/8"-18	GMC	T19, T25, T22	1 1/8"-7
Locomobile	8-80; Big 8 1929	1 1/4"-12	GMC	T11 1930; T19	1 1/4"-14
Marmon	H-110, 111, 116, 117, 118, 119, 88, 140	1 1/4"-12	GMC	T50 2 Ton 1927-29	1 1/4"-7
Marmon	68, 69, 70, 78, 1928-31	7/8"-14	GMC	T718, T30, T40, T42, T44, T50	1 1/4"-12
Marmon	79, 125	1"-14	GMC	T15, T17, 1931; T15A	7/8"-14
Marquette	All Models to 1930	1"-14	Gotfredson	B24-26 1928	7/8"-14
Moon	6-60, 6-70, 6-72, 8-92	7/8"-14	Gotfredson	30C-41 1928	1 1/4"-7
Moon	8-80 1928-29	1"-14	Gotfredson	30C-41 1928	1 1/4"-12
Nash	1926-29 Stan. Lt. 6	3/4"-16	Hug	Model 22 2-Ton 1929-31	1 1/4"-7
Nash	Spec. and Adv. 6, 400 Twin Ign.; 8-490, 890, 990, 1080, 1090, 1190	7/8"-14	Hug	40 3-Ton 1927-30	1 1/4"-6
Nash	1060, 1070, 1120, 1130	1"-14	Indiana	200-74, 11, 11X, 611, 300, 1111 1926-30	1"-14
Nash	6 cyl. 1931	7/8"-16	Indiana	Models 115-615, 1929-31	1 1/4"-12
Oakland	All Models	7/8"-14	Indiana	2 1/2 to 3 Ton, 1927-30	1 1/4"-6
Oldsmobile	1928-33 All Models	1"-14	Indiana	111, 61, 11, 1926-28; 115, 1929-31; 615, '31	1 1/4"-7
Overland	96-96A Whippet; 93A 98A 98D	7/8"-14	International	LD, SPD, AWI 3/4 Ton	1"-14
Packard	Series 900-1001	7/8"-14	International	6 Speed Special; S 1926; S24, S26, SF34, SL36, SF36, AW2, AL3, ALF3, A2, B2	1 1/4"-12
Packard	All models except Series 900-1001	1"-14	International	2 Ton SD34, SD44, SD46, SF46 '29-'31; A4 '30-2; 3Ton A5 '30-1; 2 1/2 T'n A6 '30-32	1 1/4"-12
Paige	6-45 1927-28	7/8"-14	Kenworth	45-55, 1928-9; A, D, 1928	1 1/4"-7
Paige	6-75, 8-85, 1927-28	1 1/4"-12	Maccar	Model 36-46	1 1/4"-12
Peerless	6-60, 6-61, 6-61A, 125	7/8"-14	Mack	AC, SAC	1 1/4"-12
Peerless	Model C 1930-32	1 1/4"-12	Moreland	EX, BX, EX6	1 1/4"-12
Peerless	6-80, 6-90, 6-91, 8-69; B 1930-32	1"-14	Moreland	EX, BX, EX6	1 1/4"-7
Pierce Arrow	All Models	1"-14	Noble	146A, 1928	1 1/4"-7
Plymouth	1928-34	3/4"-16	Noble	146A, 1928	1 1/4"-12
Pontiac	1926 to E '29	3/4"-16	Overland	C-101, T-103	1"-14
Pontiac	1929-32 All Models	7/8"-14	Reo	BA, Jr. 15, B2, Sp. Wag. DA, DC, DF	1 1/4"-12
Reo	All Models to 1933	1"-14	Reo	FKX, FHX, FAX, G, FH, FD, FC	1 1/4"-12
Rockne	65, 75, 10, 1932-33	7/8"-14	Reo	FA, FB, FF, FE, 1929-31	1 1/8"-12
Roosevelt	All Models	7/8"-14	Republic	Model 75	7/8"-14
Star	1923-30	5/8"-18	Republic	Cl. 25 Second Series	1"-14
Stearns Kgt.	D, D6, F6, G8, H8, J8, 1927-29	7/8"-14	Republic	Models 50, 75, 76	1 1/4"-12
Studebaker	All Models except Pres. 1928-32; Pres. 82 1933; Commander 1929-32	7/8"-14	Sanford	FL 3 Ton 1929	1 1/4"-12
Studebaker	Pres. 1928-32; Com. 1928; Pres. 92 1933	1"-14	Selden	Pacemaker 27	1 1/4"-12
Stutz	Blackhawk 1929-31	1 1/4"-12	Selden	47 Roadmaster Bus 1925-29	1"-14
Stutz	All Models except Blackhawk 1929-31	7/8"-14	Selden	Unit 35, 37, 17, 1926-28; Pacemaker 18	1 1/8"-6
Terraplane	6-8 1932-33	3/4"-20	Selden	Pass. Bus 1926-29	1 1/4"-7
Viking	All Models	1"-14	Selden	Express 1 1/2 Ton 1930	1 1/4"-12
Willys Kgt.	70A, 56, 70B, 89, 66D, 8-80D, 66E, 8-88, 97, 98D, 95, 6-90	7/8"-14	Service	S11 1 1/2 Ton, 1927-8	1 1/4"-7
Willys Kgt.	6-66, 66A, Stan. 6, 56, 66B	1"-14	Service	S11 1 Ton 1930	1"-14
Willys Kgt.	77, 4 cyl. 1933	3/4"-16	Steward	16, 16X, 24X, 1928-29	1"-14
Windsor	All Models	7/8"-14	Steward	17, 24, 24X, 17X, 28X	1 1/4"-7
Willys Ovd.	All Models	7/8"-14	Steward	21X, 30, 30X, 40XA	1 1/4"-12
TRUCKS			Studebaker	75, 75 Jr., 76, 77 Jr., 1927-30; S-20, 1930	1 1/4"-12
Acme	Model 41, 44, 46 Spec. 1929	1 1/4"-12	U. S. Truck	U 1 Ton 1926-30	1 1/4"-7
Acme	44, 46 Spec. 1929	1 1/4"-7	White	57	1"-14
Acorn	30, 40, 40B, 45, 40P, 45P, 1927-30	1 1/8"-6	White	51	1 1/4"-12
Acorn	30P, 1928-30	1"-14	White	61, 210, 211, 212, 613, 611, 53, 29, 65, 56	1 1/4"-12
Acorn	19-1927	1 1/4"-7	World	DS, 1928-29	1 1/8"-6
Armleder	30, 1928-9	1 1/4"-7	Wachusett	J 1927-29	1 1/4"-7
			Yellow Coach	Models X and Y	1 1/4"-12

K-D BRITE-STEEL WASHERS

S. A. E. STANDARD SIZES

Bolt Sizes	List per Pound	I. D.	O. D.	Approx. Thickness	Approx. Number Per Lb.
1/8"	\$.50	5/32"	3/8"	3/64"	825
3/16	.45	7/32	1/2	1/16	325
1/4	.40	9/32	5/8	1/16	220
5/16	.40	11/32	11/16	1/16	200
3/8	.40	13/32	13/16	1/16	130
7/16	.35	15/32	15/16	1/16	105
1/2	.35	17/32	1-1/16	3/32	55
9/16	.35	19/32	1-3/16	3/32	45
5/8	.35	21/32	1-5/16	3/32	35
3/4	.30	13/16	1-1/2	1/8	20
7/8	.30	15/16	1-3/4	1/8	16
1	.30	1-1/16	2	1/8	12

U. S. STANDARD SIZES

Bolt Sizes	List per Pound	I. D.	O. D.	Approx. Thickness	Approx. Number Per Lb.
1/8"	\$.45	3/16"	1/2"	3/64"	500
3/16	.40	1/4	9/16	3/64	425
1/4	.34	5/16	3/4	3/64	240
5/16	.30	3/8	7/8	1/16	100
3/8	.28	7/16	1	1/16	80
7/16	.26	1/2	1-1/4	3/32	35
1/2	.25	9/16	1-3/8	3/32	30
9/16	.24	5/8	1-1/2	1/8	20
5/8	.24	11/16	1-3/4	1/8	16
3/4	.24	13/16	2	1/8	12
7/8	.24	15/16	2-1/4	5/32	8
1	.24	1-1/16	2-1/2	5/32	6



PACKED IN 1 LB. AND 5 LB. BOXES — ALSO IN BULK 50 LB. OR MORE ONE SIZE

S. A. E. EXTRA-THIN WASHERS

(Approx. 1/32" thick)

Furnished in S. A. E. sizes only. Packed in one-pound boxes at following list prices per pound.

Bolt Size	1/8"	3/16"	1/4"	5/16"	3/8"	7/16"	1/2"	9/16"	5/8"	3/4"	7/8"	1"
List Price	.60	.55	.50	.50	.50	.45	.45	.45	.45	.40	.40	.40

S. A. E. BEVELED EDGE WASHERS for high grade finishing work. Their luster gives them the appearance of being nickle-plated.

They list per pound as follows:

1/8" \$3.50	5/16" \$1.10	1/2" \$.60	3/4" \$.55
3/16" 1.50	3/8" ..... .80	9/16" ..... .60	7/8" ..... .55
1/4" 1.15	7/16" ..... .70	5/8" ..... .60	1" ..... .50

S. A. E. Five Pound Garage Assortment

THE convenience of this package can readily be appreciated by the garage man. It gives him an assortment of **Ten sizes (S. A. E. only) from 1/8" to 3/4" inclusive**, one half pound each size. Just enough of each size to take care of his ordinary requirements.

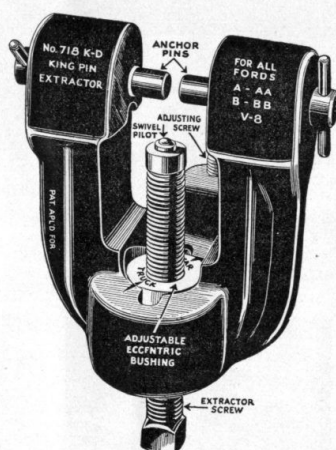
Packed in Substantial Cartons as Illustrated.

No. 25 Assortment, Standard thickness List \$2.70
Dealers Net Price

No. 50 Assortment, Very thin (Approx. 1/32") List 3.35
Dealers Net Price

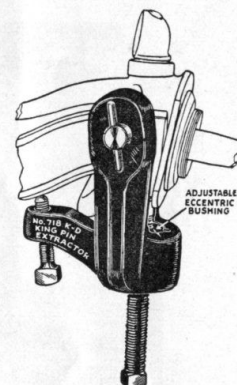


NEW No. 718 King Pin Extractor



FOR MODELS A, AA — B, BB
AND V-8 FORDS — 1932-34

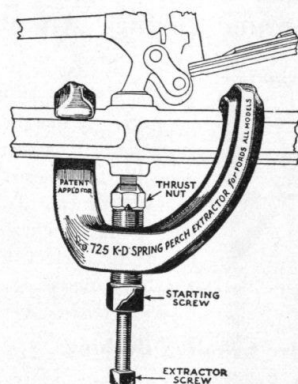
A UNIVERSAL TOOL made of Certified Malleable Casting reinforced for heavy-duty service. Easy to install and operate on all Ford car and truck axles. Eliminates the hazardous practice of heating the spindle, or the necessity of removing the axle. Regardless of how badly the king pin is frozen or rusted, the K-D King Pin Extractor will remove it in a matter of minutes as compared to hours by other methods and without



damage to any parts. The **Hardened Steel Adjustable Eccentric Bushing** is instantly raised and adjusted for car or truck axle as indicated by marks on the Bushing and Casting. This insures perfect alignment of Extractor Screw and King Pin. The **Anchor Pins** and **Extractor Screw** are made of the toughest steel obtainable. King Pins that are badly frozen should be broken loose **first** before attempting to force them out with Extractor Screw. For this purpose we recommend the use of No. 705 K-D Special Tool Steel Wrench as illustrated below. Shipping weight of King Pin Extractor, 14 pounds.

No. 718 King Pin Extractor List \$11.15 Dealers Net Price Each

No. 725 Spring Perch
Extractor for
Models A, AA — B, BB
and V-8 Fords



MADE of Certified Malleable Casting reinforced. Equipped with $1\frac{1}{4}$ " heat-treated **Starting Screw** and $\frac{5}{8}$ " **Unbreakable Extractor Screw** also hardened steel **Thrust Nut** to screw on threaded end of Perch for protection. The quick application of the K-D Perch Extractor, its powerful construction and correct design, makes this job easy and profitable. Shipping Weight, 18 pounds.

No. 725 Extractor List \$11.25
Dealers Net Price Each

No. 705 King Pin Wrench



A NECESSARY time-saving tool for **breaking frozen king pins loose**. Designed to fit over top of pins, all models Ford cars and trucks. King Pins that are badly frozen, should be broken loose first before attempting to force them out with Extractor Screw. By moving handle of Wrench back and forth, using a length of pipe for greater leverage if required, will quickly break loose any pin no matter how badly frozen. Wrench made of Tool Steel. Length 14", Diameter $1\frac{1}{4}$ ". Shipping Weight, 6 lbs.

No. 705 King Pin Wrench List \$3.50
Dealers Net Price Each

King Pin Pilot



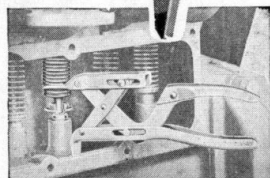
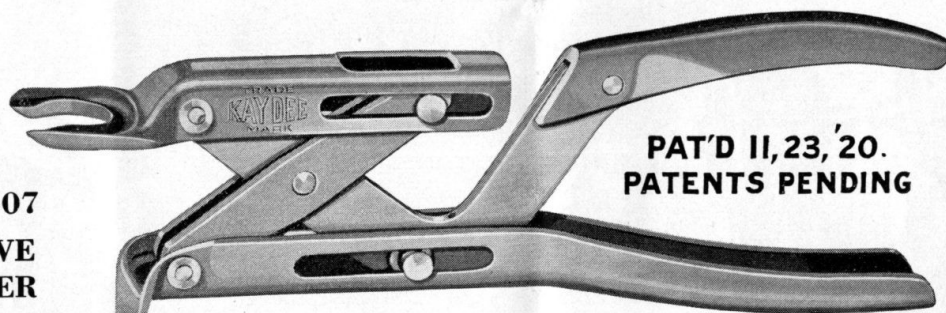
CONVENIENT for aligning Ford axles, spindles, and bearings for easy insertion of king pin. Made of alloy steel, hardened and ground.

No. 708 for Models A, B and V-8 List \$.70
Dealers Net Price Each

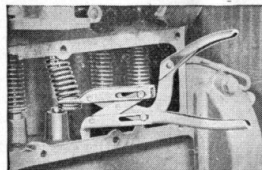
No. 710 for Models AA and BB List .75
Dealers Net Price Each

K-D Tools for Models "A" and "B" Ford

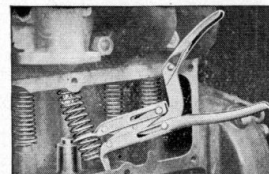
No. 307 VALVE LIFTER



Raising spring to remove retaining washer —



Removing spring from Motor —



Replacing spring in motor —

No. 307 Valve Lifter for Models A and B Ford Motors not only lifts valve springs to remove retaining Washers, but will also remove springs from motor and replace them without removing manifold or carburetor. Tool is 8" long. Udylyte rust-proof finish. Shipping Weight, 1 pound.

No. 307 List \$1.00

Dealers Net Price Each

No. 560 Piston Pin Inserter and Remover



A NECESSARY tool for removing and inserting wrist pin in Models A and B Ford connecting rod. The tapering face of tool expands the split retaining ring in connecting rod, allowing easy insertion of pin to its proper position. Made of alloy steel, hardened and ground. Shipping Weight, 2 pounds.

No. 560 Inserter List \$3.50
Dealers Net Price Each

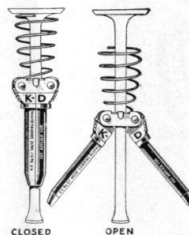
No. 502 Forged Steel Bushing Remover



MADE of forged tool steel. Correctly designed for driving out frozen valve guides. Shipping weight, one lb.

No. 502 Bushing Remover List \$1.40
Dealers Net Price Each

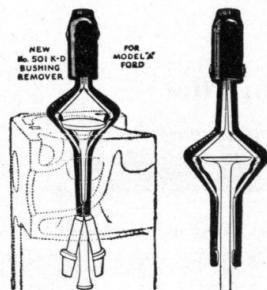
No. 511 Valve Grinding Bushing with "Jumper Spring" Attached



FOR Models A and B Fords only. A one-piece tool. No loose parts to assemble. Simply open the tool, insert valve and it is ready for use. Tool is made of Die Casting, accurately machined to insure perfect fit. Shipping weight, 4 ounces.

No. 511 Valve Grinding Bushing List \$1.00
Dealers Net Price Each

No. 501 Valve Stem Bushing Remover



FOR Models A and B Fords. Made of heavy channel steel, equipped with Malleable Iron Driving Head to withstand heavy hammer blows when removing frozen bushings. The Head is adjustable. When raised it allows instant application on valve stem. When Head is lowered, it clamps the

tool securely in position as shown in illustration and prevents damage to valve or bushing. Shipping Weight, 2 pounds.

No. 501 Bushing Remover List \$.75
Dealers Net Price Each

No. 500 Valve Stem Bushing Remover

MADE of heavy channel steel with upper part seam-welded. Tool is chamfered at the lower points to permit convenient application on valve stem. Shipping Weight, ½ lb.

No. 500 Bushing Remover List \$.50
Dealers Net Price Each

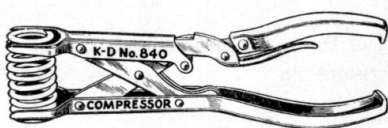
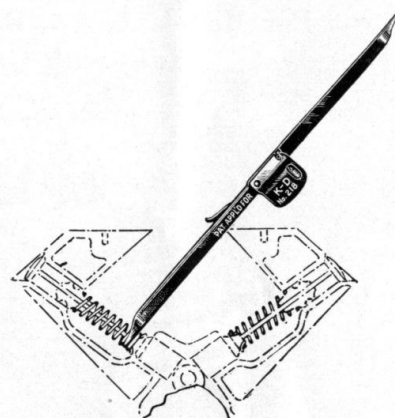


NEW K-D TOOLS FOR V-8 FORD

No. 218 Improved Bar-Type Valve Spring Lifter for All Models 1932-34

THE improved No. 218 is designed to service all Ford V-8 models including the new 1934 valve construction. Tool is provided with a jaw on each end — the large jaw with valve spring lock for use on the 1932-33 models and the small jaw for the new 1934 motor. No. 218 is made of heavy gauge channel steel, equipped with bayonet lock, providing convenient means for breaking in two pieces to fit in mechanic's tool box. Shipping weight, three pounds.

No. 218 Bar-Type Lifter List \$1.40
Dealers Net Price



No. 840 Compressor for 1934 V-8 Ford

THIS tool same design as No. 318 but equipped with smaller jaws to fit the 1934 valve spring construction. A splendid tool for mechanics who prefer this type. No. 318 Compressor still available for 1932-33 models. No. 840 or No. 318 Compressor. Shipping weight, 2 lbs. List \$1.75
Dealers Net Price

No. 418 Valve Keeper Pliers for all Fords



A CONVENIENT and necessary tool for removing and replacing horseshoe valve locks. Made of pressed steel. Length 7". Rust-proofed.

No. 418 Pliers List \$.35
Dealers Net Price .. Each

No. 504 Valve Grinder for Mechanical Operation



A vacuum cup with adaptor for attaching to electric or mechanical grinder. The wire coil spring keeps the metal ring in position over valve head. Shipping Weight, 4 oz.

No. 504 List \$.50
Dealers Net Price .. Each

No. 503 "Self-Centering" Valve Grinder



A MOST practical tool for grinding valves on all models of Fords. The wire coil springs keeps the Metal Ring in position over valve head and prevents the vacuum cup from slipping off center. Metal flange prevents hands from slipping down. Handle finished in Orange and Black lacquer. Shipping Weight, 5 ounces.

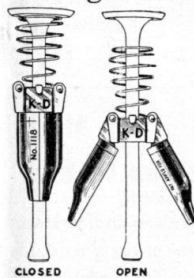
No. 503 Valve Grinder, List \$.60 Dealers Net Price Each

No. 818 Forged Steel Bushing Remover



MADE of forged tool steel. Correctly designed for driving out frozen valve guides. Shipping weight, one pound. List \$1.40
Dealers Net Price

No. 1118 Valve Grinding Bushing



A one-piece tool for V-8 Ford only. Similar in construction to the No. 511 for Models A and B. Made of Die Casting accurately machined to insure perfect fit. Indispensable for all valve grinding jobs. Shipping weight, 8 oz. No. 1118 List \$1.00
Dealers Net Price Each

No. 618 Piston Pin Inserter and Remover



FOR V-8 FORD. The tapering face of tool expands the split retaining ring in connecting rod, allowing easy removal or insertion of wrist pin. Made of alloy steel, hardened and ground for perfect fit. Shipping Weight, 1 lb.

No. 618 List \$2.25
Dealers Net Price Each

No. 518 Valve Bushing Remover for V-8 Ford

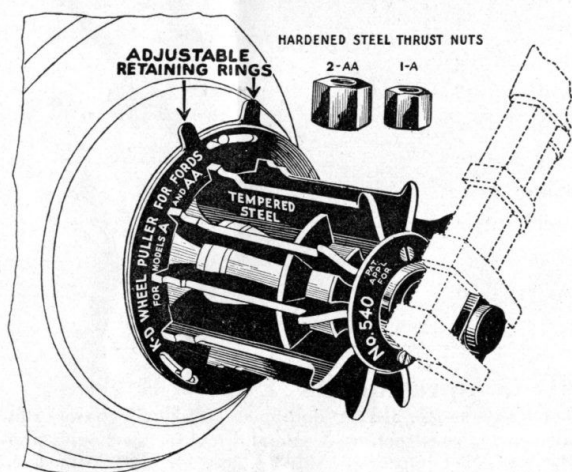


SAME design as No. 501 for Models A and B except one-half inch shorter. Made of heavy channel steel with adjustable Malleable Iron Driving Head to withstand heavy hammer blows when driving out frozen bushings. Shipping Weight, 2 lbs.

No. 518 List \$.75
Dealers Net Price Each

No. 540 WHEEL PULLER

For Models A, AA, B, BB and V-8 Fords Including 1934, Having Hubs with Grooved Recess or Collar for Pulling



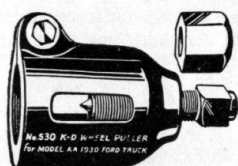
A COMPACT one-piece heavy duty unit with **ten tempered steel Pulling Arms** having tensile strength of over 100,000 pounds. The Pulling Arms grip hub over entire circumference, insuring a straight steady pull. The tool is instantly applied to hub and locked in position by sliding Adjustable Retaining Rings forward as far as they will go. For speedy operation, strength and efficiency this tool has no equal for pulling frozen hubs. **Two hardened steel Thrust Nuts**, axle thread sizes $\frac{5}{8}$ " and $\frac{7}{8}$ ", are furnished for screwing on end of car or truck axle, which take entire thrust of Pulling Screw, preventing damage to axle. Shipping Weight, 9 pounds.

No. 540 Wheel Puller Complete with Two Thrust Nuts List \$10.00

Dealers Net Price Each

Thrust Nut 1-A for Car Axle, Size $\frac{5}{8}$ "-18 List \$.75 Dealers Net Price Each

Thrust Nut 2-AA for Truck Axle, Size $\frac{7}{8}$ "-14 List 1.05 Dealers Net Price Each



No. 530 Wheel Puller for Models AA — BB Ford Trucks Having Threaded Hubs Size $2\frac{3}{8}$ "

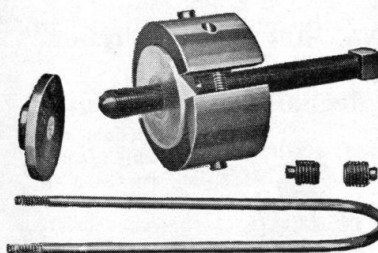
MADE of Certified Malleable Casting and equipped with unbreakable Pulling Screw. Hardened steel Thrust Nut furnished to protect threads of axle. A one-piece tool quickly applied by screwing on hub. Shipping Weight, 9 pounds.

No. 530 Wheel Puller Complete with Thrust Nut List \$8.50 Dealers Net Price Each

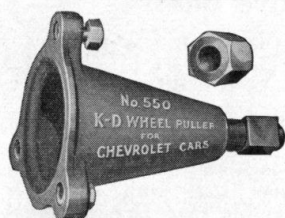
Thrust Nut 3-AA, Axle Size $1\frac{1}{4}$ "-12 List 1.50 Dealers Net Price Each

No. 520 Bearing Sleeve Puller for Models AA and BB Ford Truck Rear Hubs

DESIGNED for removing and replacing various sizes and styles of Sleeves used on rear hubs of Ford trucks. Sleeve diameter of early model is $3\frac{7}{8}$ ", of late models 4". Puller adapts itself to both sizes. Tool consists of Pulling Collar, Pulling Nut, Pulling Screw, Thrust Washer, two sets of Lugs and one Spring Handle, the latter to be used for installing and removing the Pulling Collar. Complete instructions furnished. Shipping Weight, 8 pounds.



No. 520 Bearing Sleeve Puller List \$8.50 Dealers Net Price Each



No. 550 Wheel Puller for Chevrolet Passenger Car

STURDILY constructed of best grade Malleable Iron Casting and equipped with Unbreakable Pulling Screw and three Permanent Sleeve Nuts. Hardened steel Thrust Nut furnished to protect Axle threads. **When ordering specify size of axle, $\frac{3}{4}$ "-16 or $1\frac{3}{16}$ "-16.** Shipping Weight, 9 pounds.

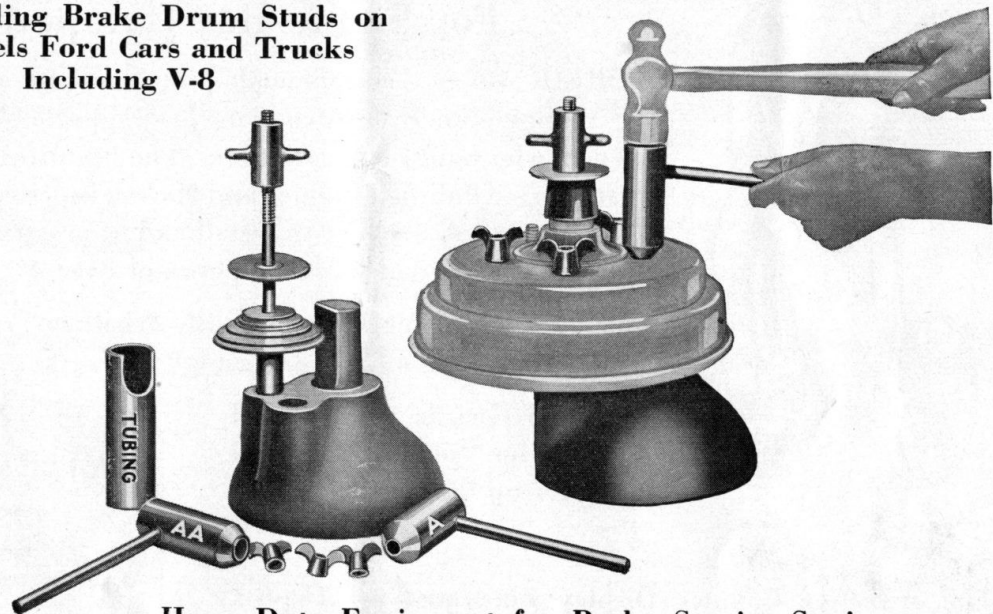
No. 550 Complete with One Thrust Nut List \$3.50 Dealers Net Price Each

Thrust Nut 4-C, Axle Size $\frac{3}{4}$ "-16 List .90 Dealers Net Price Each

Thrust Nut 5-C, Axle Size $1\frac{3}{16}$ "-16 List 1.00 Dealers Net Price Each

No. 580 Master Riveting Die Set

For Installing Brake Drum Studs on
all Models Ford Cars and Trucks
Including V-8



Heavy-Duty Equipment for Brake Service Stations

REQUIRES only one mechanic to quickly install new studs in brake drums and hubs equal to factory installation. A profit-making Riveting Set for all Brake Service Stations. Designed for use on bench or floor and is adapted for use in Arbor Press. Set consists of parts as illustrated above. The hardened steel Tubing is used for supporting brake drum when driving out old studs. The Anvil and Riveting Dies are tempered for heavy-duty service. Dimensions of iron base 8 $\frac{1}{4}$ " wide by 4 $\frac{3}{8}$ " high, weighing 33 lbs. Total shipping weight 52 pounds. Packed in wooden case with complete instructions.

No. 580 Set Complete List per set \$25.50

Dealers Net Price

No. 585 Set — Special Anvil and Die only for Chevrolet 6
Passenger Car Drums. To be used in connection with No. 580

Set. Shipping weight, 7 pounds List Price \$ 4.20

Dealers Net Price .. Per Set

K-D Riveting Die Sets for Garage Service

FOR the average garage the Riveting Die Sets listed below are very satisfactory. Sets consist of Die, Anvil, Base and Tubing. The latter part not furnished with No. 565 Set. The Riveting Dies are specially heat-treated and Rockwell tested for correct hardness. Complete instructions furnished with each set.

No. 565 Set for Chevrolet and Pontiac, 7/16" stud .. List \$5.30

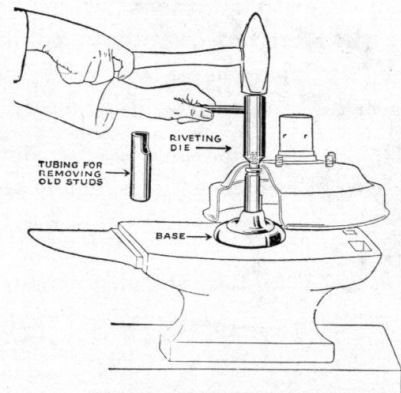
Dealers Net Price

No. 570 Set for Models A, B, and V8 Ford, 1/2" stud .. List 5.30

Dealers Net Price

No. 575 Set for Models AA and BB Trucks, 3/4" stud .. List 6.85

Dealers Net Price



Price List Riveting Dies Only

No. 565 RD—For Chev't and Pontiac Drums, 7/16" stud

No. 567 RD—For Chevrolet Truck 1931-33, 9/16" stud

No. 570 RD—For Models A-B-18-40 Fords and Oldsmobile, 1/2" stud

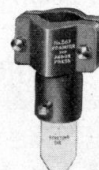
List Price Each \$2.55

Dealers Net Price Each

No. 575 RD—For Models AA-BB Ford truck, 3/4" stud

List Price Each \$3.20

Dealers Net Price Each



No. 587 Adaptor for Arbor Press Plunger

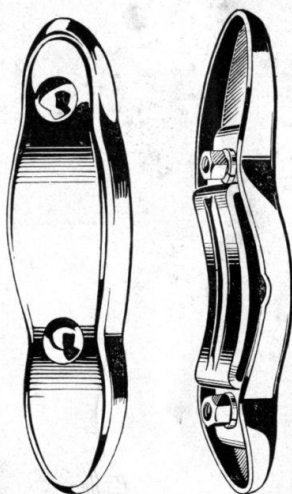
FOR holding Riveting Dies when using Arbor Press for installing brake drum studs. Adjustable for plunger sizes 1 $\frac{3}{4}$ " to 2 $\frac{1}{4}$ ".

No. 587 Arbor Press Adaptor
List \$4.20

Dealers Net Price .. Each

K-D BUMPER GUARDS "DE LUXE"

For Single Bar Bumpers



THEIR smart "custom-made" appearance and Heavy Flanged-Steel Construction has appealed to all car owners who want real protection. The beautiful Chromium plating over Polished Copper and Nickel, is permanent. K-D Bumper Guards are easy to install and fit practically all cars equipped with single-bar bumpers not over 4" wide.

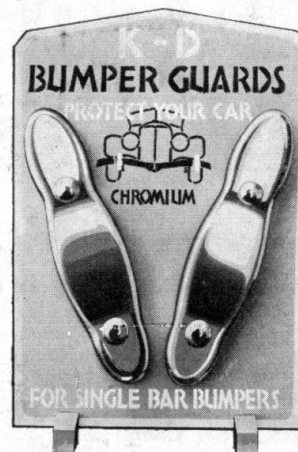
No. 90 Guards for bumpers with "shallow" channel not over 4" wide.

No. 90-S Guards with Special Bracket for "shallow" channel bumpers up to 5" wide.

The attractive Counter Display illustrated is 11 $\frac{1}{4}$ " x 15 $\frac{1}{4}$ ". It is made from Compo Board, finished in three colors and will stimulate sales. Display furnished free with initial order for twelve pair Bumper Guards.

No. 90	}	Bumper Guards per pair	List \$2.25
No. 90-S			

Dealers Net Price per pair



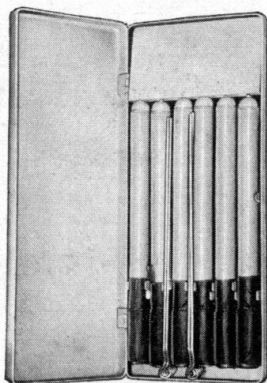
No. 900 K-D Highway Pressed-Steel Flare Box

THE Flare Box here illustrated, is made of pressed steel, rust-proofed. Size 7" x 18" x 1 $\frac{1}{4}$ ". Holds six Emergency Flares safely protected from moisture or sparks. Screw holes are provided for fastening permanently inside motor vehicle body if desired.

All Operators of Heavy Trucks, Motor Busses and other commercial vehicles who are required by law to carry Emergency Flares, should keep them safely in a metal container, always ready for immediate use.

WE PROVIDE THE METAL BOX ONLY. WE DO NOT SELL THE FLARES

No. 900 Flare Box, Shipping weight, 5 lbs.	List \$2.10	Dealers Net Price
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The law in some States requires motor vehicles used in the transportation of passengers for hire, also commercial trucks having capacity of two tons or more, shall be equipped with at least two emergency flares so constructed as to burn with a brilliant red or yellow light, for not less than 15 minutes.

Whenever such vehicle becomes disabled while within the limits of the traveled part of the highway, to such an extent that it cannot proceed under its own power and its lighting is so disabled that it constitutes a menace to other vehicular traffic, the Operator thereof shall cause to be continuously displayed on the surface of the highway red or yellow burning danger or caution signals as required, in such manner as to prevent personal injuries, loss of life and danger to property by collision.

No. 903 Highway Wire Flare Holder

For use where flares cannot be inserted in the ground.

No. 903 Flare Holder, each	List \$.15
Dealers Net Price	Each

